THE ARCTIC CALAMITY.

Safety of Captain Luce and Nine Others.

THEIR ARRIVAL AT QUEBEC.

Intensely Thrilling Narrative of the Disaster by Captain Luce.

MPLANCHOLY DRATH OF CAPTAIN LUCE'S SON.

MR. COLLINS' FAMILY LOST.

The Dastardly Conduct of the Sailors and Firemen.

Mobile Conduct of Mr. Dorian, the Third Officer.

Interesting Statements by John Degnon, First Senier Assistant Engineer, and Messrs. Dupasseur and Miteuell.

Arrival of the Huron at Quebes with Thirteen of the Aretle's Crew,

The city was electrified yesterday morning by the ancouncement, over the wires from Quebec, of the safety of Captais Luce and hive others. The despatch was as

The bank Cambria picked up Capt Luce, three of the passengers and five of the crew of the Arctio, from a

en anxious multitude to escertain the names of those saved, and hope beamed on every countenance. The following despatch was soon after received:-

QUEDEC, Oct. 14, 1854. Captain Luce arrived here this morning on board the

After the collision, and when Captain Luce found that the Arctic must go down, he, with the passengers, (for by this time all the seamon had left, with the exception of one—the third efficer,) lost no time in lashing spars to-gether to form a raft. The life bost was the only one necessary to get the life boat into the water; but the from being taken away from the ship.

The following is a correct list of those saved with

Frederick May of the Arctic J. a. Govet François, of the G. F. Alen, do Vesta.

James Smith, do.

It's names of those who arrived yesterday on the ship

These de patches, and the full report that afterwar ame from Cantain Loce, in which he states that sever is passed within sight of his raft, increased the opes of these having friends among the Arctin's pas sengers, that others may have been picked up and

Annexed is Captain Luce's intensely interesting state

DEAR Fru-It becomes my painful duty to inform you of the total loss of the Arctic under my command, with your wife, son and daughter.

20, at 11 A M., with 288 parsengers and about 160 of a erew Nothing of special note occurred during the parsage until Wednesday, Sept 27, when, at moon, we were on the Panks, in lat. 46:45 north, and long 52 west.

The weather had been forzy during the day; generally a distance of half to three-quarters of a mile could be seen, but at intervals of a few minutes a very dense fog, followed by being sufficiently clear to see one or two miles. At norn I left the deck for the purpose of working out the position of the ship In about fifteen misutes I heard the cry of "Hard starboard" from the officers of the deck. I rushed on deck, and had just got out when I felt a crash forward, and at the same moment saw a steamer under against our guards, and passed astern of us. The bows of the strappe versel seemed to be literally out or crushed off for full ten feet; and seeing that she must probably sink in a few minutes, and taking a heaty giance at our own ship, and b-lieving that we were comparatively uninjured, my first impulse was to endeavor to save the lives of those on board the sinking vessel. The boats were cleared, and the first officer and six men left with one boat, when it was found our own ship was leaking

on the steam pumps, and the four deck pumps were worked by the passengers and crew, and the ship hos led for the lard, which I judged to be about fifty miles distant. I was compelled to leave my boat with the first officer aut crew to take care of themselves.

recal ineffectual attem its were made to stop the leak by getting sails over the bows; but fluding the lesk gaining on us very fast, notwithstanding all our very powerfu, efforts to keep her free, I resolved to get the botte ready, and as many ladles and children placed in them se possible; but no sooner had the attempt been made than the firemen and others rucked into them in spite of

be kept in reediness until order could be restored; and soon disappear astern in the fog. Another boat was broken down by persons rushing at the davits, and many were precipitated into the ses and drowned. This ocwhile I had been or gaged in getting the startourd guard bost ready, and al-oed the sec and die-r in charge, when the same fearful some as with the first boat was being cted-men leaging from the top of the rail twenty feet, pushing and mainting those who were in the heat I then gave orders to the second officer to let go, and row after the shi , keeping the engines stopped. My attention was then draws to the other quarter boat, which I found broken down, but breaking the chains, leaving the ctock remaining in

harging by one tackle A ruch teasmede forheralse and some fifteen got in, and out the tackle, and were soon out of sight. I found that not a seaman was left on board, or carpenter, and we were without any tools to assist us in building a rait, as our only hope. The only officer left was Mr Dorian, the third mate, who sided me, with the essistance of many of the passengers, who deserve great praise for their coolsess and energy to doing all in their power up to the very latest moment before the slip sur k.

The Chief Fegineer, with a part of his assistants, has taken our smallest deck boat, and before the ship went down pulled away wi h about fifteen persons.

We had succeeded a getting the fore and mila yer! and two top gallant yards overboard, and such other small spars and materials as we could collect, when I was fully convinced that the ship must go coun in a very short time, and not a moment was to be lost in getting the spars lashed together to form a raft, to do wile sit be came necessary to get t'e lifetost, our only remainla

This being a complished, I saw Mr Dorisa, the this officer of the boat, taking care to keep the oas an board to prevent them from leaving the ship, hop og still to get most of the women and children in this boat at last They had made coulde abl progress in collecting the spars, when an alarm wa given that the ship was sinking, and the b at was shored of without oars or soything to help them clees with, and when the ship each the boat had got clear, proba lily an eighth of a mile to leeward.

In an instant, about a quarter to fice P. M, the ship went down, carrying every soul on board with her.

I soon found myself on the surface, atwee brief strug gling with my own helpie s child in my arms, when again felt myself impelied down sards to a great depth, and before I resched the surface a second time had nestly periahed, and lost the hold of my child. As I again a rue gled to the surface of the water, a most awful and heart rend ng scene presented itself to my vie a-over two hun dred men, scomen and children struggling together amidst pieces of wreck of every kind, calling on each other for help, and imploring God to assist them. Such an appalling scene may God preserve me from ever witness

I was in the act of trying to save my child when portion of the paddle box same rushlog up edgewise, just gracing my head, falling with I a whole weight upon the head of my darling child. Another moment I beheld him lifeless in the water. I succeeded in getting on to the top of the paddle box, in company with eleven others; one, however, soon left for another piece, find ing that it could not support so many. Others remained until they were one by one relieved by death. We stood in water, at a temperature of forty five degrees, up to our knees, and frequently the sea broke directly over us. We soon segarated from our friends on other pares of the wreck, and pessed the night, each one of us expecting

At last the wished for morning came, surrounded with a dense fig-not a living soul to be seen but our own party-seven men being left. In the sourse of the morn ing we saw some water cashe and other things belong ing to our thip, but nothing that we could get to afford us any relief.

Currett was rapidly acttling, as it absorbed water. About noon Mr. S. M. Woodruff, of New York, was elleved by reath. All the others now began to suffer very severely for want of water, except Mr. George F Allen and myself. In that respect we were very much favored, although we had not a crop on the raft. Th day continued foggy, except just at noon, as near as we could judge, we had a clear horizon for about balf an hour, and nothing could be seen but water and sky. Night came on thick and dreary again see the light of another day. Very soon three more of our suffering party were relieved by death, leaving br Allen, a young man, and myself. Feeling muself setting exhausted I now sat down for the first ime, about eight o'clock in the evening, on a trunk, which providentially had been found on the wreak. In this way I slept a little throughout the night, and became somewhat refreshed.

About an hour before daylight-now Friday, the 29th -we saw a vessel's light near to us We all three of us exerted ourselves to the utmost of our strength in hailing her, until we became-quite exhausted. In about quarter of an hour the light disappeared to the east of us. Soon after daylight a tack hore in sight to the northwest. the fog having lightened a little-steering apparently for us; but in a short time she see ned to have changed er course, and again we were doomed to disappointment; yet I felt hopes that some of our fellow sufferers may have been seen and rescued by them.

shortly after we had given up all hopes of being res aned by the bank, a ship was discovered to the east of us, steering directly for us. We now vatched her with the out intense anxiety as she approached. The wind hanging, caused her to alter her course several poin's About room th y fortunately discovered a man on a raft cear them, and succeeded in saving him by the second mate jumpleg over the side, and mating a rope fact around him, when he was got on braid safely. This man saved proved to be a Frenchman, who was a passen er on board the steamer which we came in a l talon with

He informed the Captain that others were near on

pieces of the wreck; and, going sloft, he saw us and three thers. We were the first to which the post was sent and safely taken on board about three P. M. The next was Mr. James Emith, of Mississippi, secon teless pas anger. The others sered were fire of our firemen. The hip proved to be the Cambria, of this port, from Glasgor, bound to Montreal, Captain John Russell, who comanded the bark Jessee Stevens and was rescued by Capt Nye of the Pacific. Of Capt. Russell it would scarcely be cesible to say enough in his praise for the kind treatpent we every one of us have received from him, during the time we have been on board his ship. His own comforts be gave up in every resp.et for our relief. The ev. Mr. Wa'ker and lady, and another gentleman, who were passengers by the Cambris, have been uncosning in beir endeavors to premote our comfort. To them, and o all on board, we shall ever owe a debt of gratitude for

their unbounded hindness to us. From the Frenchesan who was picked up, we learned bat the steamer with which we came in collision was the screw steamer Veste, from Et Pierre, bound for and loarn, the Vesta was streeting east southeast, and was west by south. Per anchor stock, about seven by four inches square, was driven through the bows of the water line, raking fore and aft the plant, and finally

and through the side of the Arctic, or it is not uc likely that, as so much of her bows had been crushed in, that some of the heavy longitudinal places of from received through the ship may have been oriced through our side, causing the loss of our ship, and, I feer, burdres of most valuable lives.

I have safely arrived at Quebec, and I am left without e perny in the world with which to help meself With sincere gratitude to those from whom I have received such tabounded tinduess since I have been providen tially thrown amongst them, I am about to separa to to co to New York -- a home of sorrow.

I somed from the Dector, at quarantine, last evening that the Veste had reached St. Johns with several passpeers from the Arctic, but could not learn the parties lars. As soon as I can get on shore I shall make strange ments to leave for New York with the I ast pessible delay. I take the steamer for Montreal this afternoon.

I am, very respectfully. Your obedi at servant,

JAMES C. LUCE.

MRS. COLLINS AND CHILDREN. We leave that a third co-patch has been received from Captain Luce, to which he states that Mrs. Collins. Miss O Ties, and Master C Higs were swept from the deck o the Arcric as she went down—that they did not get into the best which precipitated so many into the sea.

STATEMENT OF JOHN DEGNON, SENIOR FIRST ASSISTANT ENGINEER.

('n looking over the papers I find a wholly inc impression has been formed respecting the situation and condition of the unfortunate beings lost on the steamship arctic. Although I have siready made a statement I feel it my duty to repeat the same, with the many particulars connected with it Eight bells had just been reach I was standing in the passageway leading from the deck to the engire room, when I heard the cry, top the ergines." I nmedia ely after the bell rung Mr. Rodgers, the chief engineer, and myself, ran bel and before reaching the working platform, Mr Willett. then on duty, had stopped the engines. The belt rung to Redgers and myself looked over the railing into the tilge He exclaimed, "What I is that water?" "Yes." I replied, "I is coming in torrents." He then gave orders to open the hilge injections. Thomas Brennan, ar offer, and myself, opened them, with Mr. R.'s assist

I uring this time, which was about five misutes, the regices had been backing; the signal was given to "go sheed," the engines started forward sgain. Mr R th told me to run forward and see that the Worthington tumps were started Going into the fire room, I foun r. Drown, junior first sesistant engineer, and a firemer Fat T-tip, engaged in starting the port pump; I jumped forward and started the starboard pump; Mr. Walker, second assistant, and John Holt, a fireman, assisting in minutes; by this time the water was up over the fire man's floor. I then ran on deck and met Capt. Luce I said to him, "Copts n, the ship is sinking; nothing can save us uzless we manage ouget a sail over the hole in the ship's sile." "I will try what can be done," still be. I then ordered—persuaced—several fremen and ocal passse to go below and keep the fires up, tolling them that everything depended on the pumps. On going below I found the water nearly to the grates of the lower furbutes I went round and op ned he remainder of the bilge valves, (there being six in all.) In reaching down to them my face was under water. Within thirty and nutse -from the c litelen the boser fires were all put out by the sta-water. We then broke in the upper side phere; I passed the coal down to fice the upper rac s. The steam at this time had fallen from eighteen o fourteen inch-s I then took the worsing plat from Mr. Drows, judior frat assistant engineer, being in the frercom, stending up to his walst in water

gra e bars of the upper furnace on the port side, (the ship having a list to that side.) At this time, Mr. Bash fam came below to inquire what the chances were with then pointed to the fires, and said, " You see these fires will all be put out; unless you get a sail over the ship's side she will sick very soon " He went on deak, and di brough the hatches a heavy gloud of smoke and steem

chances were lost with the pumps.

I asked him if a sail could not be got over the leak He replied, "It could not; for so much of the bow of the propeller stuck out from the side of our ship that it was went aft and endeavored to seat the passeagers in the ile boats Most of them were crowed closely tegether

I mot br. brown, the assistant engineer, on the upper eck, and proposed to him to get the men together to it would be or no use, as they would swa up it imme distriby at this moment I heard Mr. Bashlam's voice over the rise of the abip giving orders. I look d over, special purpose. I went out on the guard, and asked answer. I saked h m a second time without receiving a reply I was then convinced Mr. B. was acting under orders of the captain, then on the upper deck The act of lowering the boat was cool and deliberate. I haft then being three feet above water. On turning ound I saw a me fourteen or fattern persons in the bat the guard of the ship to let myself down into the boat. Just as my feet touched the gunwale of the boat the acale was cut, le ting me down beckwards, when I was caught by the ancie by mr Bashlam and another, who

We then ploted up several from the sea, and drifted out of sight of the ship. Thorty we fell in with another test from which we to k four or five persons. All then placed themselves under the command of Mr. Bashlam It is with the most heartfelt pleasure I read the letter published by the passengers saved in those boats, and

tradiction, that the crew asyed in these boats conducted themselves with the greatest propriety and order from the mement they entered these boats until they read DIVISION AVENUE, between Fourth and Fifth streets

CONCLUSION OF MR DUPASSEUR'S STATE

Wil ismsburg, Cet 14, 1854

MENT.

[Translated from the Coursier des Etate Unis]

It was about half past 2 P. M. when M Dupasses: lost sight of the arctic. The bost in which he was as well as that of M Bashlem, had each four ears, but in seither the one nor the other was there a glass of water or a pie ger. M Besblam certainly but a company; but on board a metallic li ebeat it was a guide too uncertain to be rethe direction in which the waves ran, and the result

the shipwreeled people piled the our uncessingly, takto care not to separate, note it baranding its fog which still enveloped them. During the day they caught sight of two sail, towards which they steered with the energy of despair, but but his disappeared from the horizon. The waves, which were shipped every moment. At last, on the evering of the 28th the sky cleared a little, and they

These signs which manufed their app as it to land repowed their over g., and on the 20th at 5 o'clock A M. they reached Broad Cove. M Dupasseur pays a high tribute to the conduit of his companions in misfortune during their hours of a vere trial—so one or a memoradergatred, and ro one in the roat sought his own safety at the expense of others.

reaching shore can be easily divised. They all expressed their gratifude to God for thus protecting them in so on the ocean without food, in frail boats, open to all the erl's of the ses, and it seemed as if Providence had con ducted them by the hand to salety.

A dog, seen from star, announced that habitations e iff they found a rule cabin, inhabited by an Irishma saxed riemming. He, unfortunately, had only a little reraing him for his frugal repair, the shipwrecked poor jee un foot tork the road to the village of Renews distance of 4 miles, where they ar ived towards 8 o'cool in the morning. There they met with every sympathy and an excellent repart began to rolliere them from their lang sufferings.

C. m'orted, reside and dried, they again on savied at

ser of the Arctic to convey them to t Johns, No sfound land. On the way they sought for some tracks of the shipwreck or the beats, but could ees nothing. The with fatigue which had weakoned them, oblige them to stop at Fairy Land about five so'clock to the evening they found there not only a refuse from the tempest, but reclived the most delles attentions The principal inhabit units of the locality took be ship wrecked suff-rers under their cars. W. Dupae repr. personal y does not know how to express his obligations towards Mr. Solest Corter, an officer in the Briich Custem Bouse service, who opened his house to him with a cord ality almost fraternal.

The tempest continuing, they sport Saturday (30th) in Pairy Land; thee, as the chance of putting to sea seemed indefinite, A fupasseur and M. do Maeyer pre pered on Sunda | marning, October I, to reach st Joh is land. It was frightful weather. During the day so veral resempers accompanied them and all marched to getter til 6 P. M., when they arrived at Toda's Cove to pouring rain. At last, after passing the night in a mise upble lan, and a second day on the road, M.M. Dupasseur De Maerer, and Dulaqueis reached & Johns on M October 2, at 5 o'clock P. M , and went to a hotel kept be M. Toursaint, a Franchman in heart as we las in mame, sho offered them the hospitalties of a countryman.

There he Dupass us met Captain Pushe ne. command ts identity and the mireculous safety of the ship which came in collision with the arctic. riereafter we will each a port of sa'et, when she was thought lost from the first moment

M. Dupaseur an' his companions remained at it.
Johns until 'hursday, 6th of October; took their passago
for Hulfrax on board the propeller Mer in; touched on
Moncay at Sydney, where four nen belonging to the
artic were en, aged to go to P nee E ward's Is and;
and at last arrived at Halifax on Wednesday, the lith, scarce y half an hour before the arrival of the Europa which toos them on board

Thursday evening they landed at Boston, and on Fri. teen days after they left the Arctic.

STATEMENT OF MR. CHARLES J. MITCHELL

ATATEMENT OF MR. CHARLES J. MITCHELL ALMOST CERTAIN LOSS OF THE COLLINS FAMILY.

(stom the deaten Invenier, ust 13)

Among the pastergers of he arctic who came in the furphe, was Mr. (below) Mit choil of Charlesten S.C., when a stamment of the retainment of the state plant of the charles have to a sum indication to the state replace though the steemer was indicated the state of the state of the state of the state of the collision, be say upon the deck of the state of winding the collision, the passengers, generally manifested a state of the state of the collision, be say upon the deck of the state of mind; theigh believing they were in danger, they were not arms of its immissing. One of the passengers, an accuration of the collision of the state of

be Capt Luce. In levering this beat one and only was let too in which of course plunged all on board into the water. This tout was soon after radiided and mostly by the crewoft he steamer. Mr. Mitchell any mostly by the crewoft he steamer. Mr. Mitchell any that the risk ing of the steamer to be deadlights was the first intimation the passengers had that the steamer would seem go down. Up to that moment all had been concured with comparative cooleans, but afterwares all was pinic and cantusion. Arisist was made by this passengers for the raft, which is their hest they particuly move up and rendered nearly necess for the purpose for which it had been constructed. He steam family, seven in number, all of whom perfahed. He has as we that use de tiraximent on the first. He probably wout down with the steamer, for the beat in which he was left the steam, they saw a large number of personals the water, some site life preservers on. They plead up only three or four of them, which crowded their boat to its urns at capacity, although the whole numbered but twenty six. Though within a short diance of the steamer, he did not see the steamer go cown, so dense was the fog; and he doubts who here any one or board the boat of: After the lapse of about half an hour after leaving the atomicry it was the right cirection. At high they steemed by the steam, and, after twenty four hours rowing reached the short, where they were hop pitably received by the fisherm in whe opened their doors to them. These atstences of Mr. Mitchell are co firmed by Edward Drousseur, former, they for the attention of New trievas Both of these gentlemen left for the South this morning.

THE FRENCH PASSENGERS.

Notwithstanding all his good will, M. Oupasseur ca fre us only a few details concerning the French passen Arctic. Axcept M Guynet and bis femily, whom he lefon the peop of the ship, he knew nore of them person.

fly.

The number of these pusengers was unfortunately

M. Guynet, wife, and four enfldren. M Lenoir, wife, brother, and his sistor-in-law and

Madane Leeny and child

Of the fate of these persons we can, we repeat, give to information. Several circumstantes, however, in of French resulents of New Orleans. Their names ar MM. Irnest Perret, Minviello Bauche, Flesury, Busch, M. I upasseur left her.

The vert 1.

The sbip which came in collision with the Arctio, with such fatal cousequences, was, as we have said, the French prope for Vesta, built in 1858 at Nantes, about 240 toos, and furnished with an engine of sixty horse power. The Vesta belongs to one of the wealthlest houses of Granville, which equips vessels for the deheries of Newfoundland. She went to it. Pierre with a load of salt, and was returning to France with one hundred and forty seven passengers, (Schermen and salters,) and

twenty of the new.

At the time of the accident, the Vesta was travelling at the rate of ten knots. Exteriorly she has even been iterally carried away; but the division of her hold into importments saved her. The water which was preci By relleving the centre and stern of all that could be

thrown overboard. Captain Duchesne at first lightened the stip, and afterwards caused a sheet to be passed great precaution, and increasing or diminishing his speed very moment shen a compest spring up, which would have caused the inevitable loss of the Vesta if it had

of the news drame, to which she has played so ter tob a part. Haphoid open to the light, and one or her maste

partments, in which he still carries preces of wood from he Arctio-the last and melascholy remnant of this magnificent ship.

The Vesta lost in the collision thirteen of her med es, or were in the best destroyed by the Arcile.

Furtherware, the fishermen who had with the are rained in consequence of the necessity of throwing

coupeed that thirty one of the ship wrocke! paysager the Arctic hat been saved by the Vesta Cap'al Inchespe never saw the steamer or any of her boots afte

THE ARCTIC MIGHT HAVE BEEN SAVED.

TO THE EDITOR OF THE HERALD.

The Arabic might have een saved by simply running te ow its sur nor, rushes through an adjutage with a velo-city of 16 feet per seco-d; at two feet, 18 feet; at aix et, 26 feet per second, &s ; consequently, the cretic. when running with her o eg bow first, at the rate of e krots en hour-equal to 16 feet per second would couble the velocity of a leak at the depth of 4 feet; at cleven bacts, a depth of 5 feet; and at twolve knots, a ancer ' stern way" at the rate of ten knots an hour, he velocity would have been equal to the velocity of the ttacke, a depth of 6 feet, &c. It is clear, therefore deke been put under "stern way." it would have rought 'he leak up or the courrel of her pumps. BEOOKLYN, Oct. 14, 1854.

THE DESERTION ON BOARD THE ARCTIC.

TO THE EDITOR OF THE HERALD. Various opinions exist in regard to the disc pline on ard the Arctic after it was found she was in a sinking

pewer given him by the laws of the United States, or not? or did the said laws give him sufficient power to force his men from ceserting the thip, passon ers and himself, moder such distressing circumstances a are reported in

To what extent can a master of a vessel go, under the circumstances, or wi at power is there given him? an interested party, and an OLD SUBSCRIBER.

NEW YORK, Oct. 13, 1854. INTERESTING ITEMS.

In yesterdey morning's histaid, and in several other papers, his beward fundford, the pissonger in the frotic, has been confounded with his names to, Edward anford, who is the celles letter to our and poet referred to Thegentleman, woom there is every reason very first rank on a lawy r in the State, was not what is d a man of letters or much given to literary pursuits. he other, w'o a the sou of Chancellor Sanford, pro nised in sarry life to become a distinguished post, but e gave hin self u to entor at pursuits and politics Be is the aut or of many regitive pieces that have been reluced in many collections of American poets. He represented this city in the Legislature some ten years go; was after war a e coted state senator from this dis bict, we laxly the Clere of the B ard of Assistant Al

Fich, was lakely the Clark of the Bard of Assistant Al-dergam, and a we think still living.

Lemy Will, importer of French and Rhine wines, or bis resure from Germany and France arrived in Liver peel in time to start with the Arctic. He purchased a taket for a legation board the arctic, started for the rame, but came too late, the securior having just left Mr With then took passage on board the Canada, and ar rived here salely.

The survivers of the proble she arrived in Borton in the Furepa left that oil, on Frida, murning for los Yeak via New Haven. They were gonerously murni had with tree passes by Genory Technoch, beq., Superia tendent of the Boston and Worcester Kathrond.

Captain Lu e's son was a cripple, and was lying in his both at the time of the accident. this is not the first time of the tire Banklem has been the is not the first time that if Banklem has been the

NEWSPAPER ACCOUNTS.

WAS SAVED - THE DESTINE STRAMBRIP GLEOPATEA CRUISING IN THE VIGINITY OF THE DISASTEM. In the st. Johns (N. F.) New Patholonder se find some tutements in regard to the conduct of the American Consultat. Johns, Mr. Newman, which, if true, would frover desprace the veriese Dataran. The intelligence of the disaster was received by Larran. The intelligence of the disaster was received at at Johns on a trues and for earse days, attempts to the relief of the Arctic, or those of her passengers who were drifting in ones. The steamer Clapater and the steamer Victoria survived in part of Monday, and the Marin on Inseley, and neither the Consul not Governor Hamilton would assent in the responsibility of ser ding them in search of the boats. Some manbers of search the Assembly took up the master, and offeres to garantee to expense of mading the steamers on the search shere the University will stared that worthy in one lace, and the result was that the consul sent a yacht on the search!

The Veste had on board 127 passengers, and a crew of 160 men, of whom 18 were lost

[From the Continuate Gazette, Oct. 12]
One of cur most prominent and metacelt seasts in all probability among the lost. Few men stood higher, either socially or as a business man, than C.O. pringer. In all his interocurse with his friends and acquaintances, his manner was agar able and transming, and in his business relations he was open cancid and prompt and to transactions which involved doubts as to the ciphes of others, he was always ready to give to the ciphesis party the broeft of all such doubts. No person who had an acquaintance or dealings with him, could for a moment extertain a doubt as to his honor or at let integrity. Mr. Springer was a native of Keatnets, but he removed to this city in his early bothood, who he became a clock in the house of Kigour, Taylor & Co. In 1838 he was almit ad into this hours as a partner, and so continued until 1841, when the firm was dissolved, and the scolar members retired into riviate life. Mr. Springer unce edied to the business, which he continued alone for nearly a year, when he associated with him Lewis Whiteman, Eq., and the direction with him Lewis Whiteman. By his present partners (four in number) he was respected and beloved.

The deceased had become wealthy. His wife died in February, 1843, and he lusives only one child—a daughter, eyes a locat ten years. His untimety end will be noursed by a large circle of friends and acquaintances, who, until they had been led to apprehend the disaster which has the cuples, were looking for his specifier.

teiligence that he is a nong the lost

Feveral of the passengers were well known to many of our citizene, and the uncertainty of their fate causes agreet at axisty. Among those on beard who have relatives or triends here were Mrs. Ropes and son, wife and child of Benjomin G. Ropes, Enq. of Salem, F. W. Goles, Enq. and and servanty of Wordenter, M. M. Day, and ay and daughter, and Fenderson Moore (saved), of New York, and others. It was fared that Mr. J. Mayer, of this city, was on hears; but we understand he too passenge in the Washington. He had a brother and so tile on heard, one of whom, at least, it appears probable, was among the saved.

SAFETY OF CAPTAIN LUCE IN BALTIMOBE. BALTTMORE, Oct. 14, 1864.

The announcement of the safety of Captain Luce wa received by the people of this city with feelings of the most joyful gravificati n.

Statuary at the Capital in Washington.

[From the Washi gton senting to get a first a few and a few and get a first a first a few and a few and get a first a

methind
On the southern abutinent of the grand steep is the roun of the "Discovery of america," consisting of two nauks figures, like the statues to which water is just allusted by Fersico. A knock kneed lotten mattern, not encumbered with Luchram shirts, and independs note, is represented bothing up to a figure intensed for Columbia, bolding in his outsire ched right hand—not corrying on his back, like allow—the globe! The group is intended to be emblematic of "the triumph of science and the severance in the discovery of a new world?"

pine services would be owardly ander such circumstances.

By the same art at (Greenough) is the statue of Washington. He devoted several years in Italy to its execution. It stands in the east square of the Capited A ferrign writer has said of it, "nothing can be more human, and at the same time more God-like, than this statue of Washington. It is a cort of domestic Japiter." But however much gentlemen of classic tasts may lead the Reman apparaised figure and the couralescent statue of the ly uphatic subject, the common sense pairs the masses preser the Pather of his Country in "the motion cestume," as he himself did, when consulted by Jefferson, before Houdon commenced the statue of Washington. "as he himself did, when consulted by Jefferson, before Houdon commenced the status of Washington," as he himself did, when consulted by Jefferson, before Houdon commenced the status of Washington, as the large of displayed in the rotunda of the Capitel. The great man condemned in a service adherence to the garb of antiquity," in that connection. No republican, we fancy, cares about regarding him as "a sort of domestic Jupiter."

Crawford in Home, is now engaged on the grand work, ordered by the United States government. If is to be of statusary manble, and placed at the eastern extremity of the Capitol extension. The group will be thoroughly republican, emblematic of our country's history.

HORRIELE MUEDER IN CAROLINE COUNTY, Mo.—
We han from the Denton Journal, and from other sources, that on Wednesday evening of last week a free cources, that on Wednesday evening of last week a free regro, named lavid Bhomes, stopped at the brane of Mr. Wm H Butter, residing about two mise from Surraville, Caroline county and having called repeatedly for Mr. Butter, who had retured, he got up, and, going to the book. But some conversation with the regre, and he nowed with his to the gate, a shirt distance from he house. Whilst standing there Thomas, for some cause unknown, death Mr. Butter a blow on the head with a heavy musket, which felled him to the ground and procuced death in a bout three hours. The murders was an abequently arrested and the own into jell. A jury investigated the matter and rendered a verdick against the negro of "murder in the second degree "The citizens of Burraville and the surrounding country were no highly incensed at the outre, go, and so greatly were no highly incensed at the outre, go, and so greatly were no highly incensed at the outre, go, and so greatly were no highly incensed at the outre, go, and so greatly were no highly incensed to the jull of the country, took the large from the beriff, seized the murderer, and with he assistance of a rope and ladder, and a beam prejecting from the upper story of the jail, in the presence of a versal handled quiet aperators, hanged him by the neck for one hour, until He was extined. His revision were afterwards placed in the hall or passage way of the jail, together with the sum of aixteen delians, suppered to have been left to pay the sheriff his hanging row he greatest excitement has prevailed and still prevail among the inbuditants of Carollos county in relation to the melancholy event — Del State Rep., Oct. 10.